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REPORT NO.

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INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

DATE DISTR. 18 Nov. 1952

SUBJECT Kaganovich Plant Producing Component Parts for
Railroad Cars and Locomotives in Lyublino

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INFO. 25X1SUPPLEMENT TO
REPORT NO. 25X1

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1. The plant producing component parts for railroad cars and locomotives, called Liteyno-Kekhanicheskiy Zavod im. L.M. Kaganovicha (Kaganovich Foundry and Mechanical Plant), was located in the southern outskirts of Lyublino (55°40'N/37°45'E), between the Pererva (sic) and Lyublino railroad stations, on the main highway to Moscow. *
 2. The plant was founded in 1913, but most of the plant installations were built after 1935. In 1941 to 1942, some sections of the plant were allegedly evacuated to Kuybyshev (53°12'N/50°09'E). After the war, the plant was expanded and improved by the installation of dismantled German machinery. In addition to spare parts for locomotives and railroad cars, the wartime production included small arms, shells, and component parts for tanks. Late in 1949, the manager of the plant was Konovalov (fnu), who held the rank of a general.
 3. The plant covered an area of about 1,500 x 750 meters. It consisted of a steel department with a molding shop and a casting cleaning shop, an iron foundry, a nonferrous metal foundry, an axle forge, two spring workshops, a machine shop, an electric welding department and assembly shop, and some auxiliary and secondary installations. The construction of an annex building to the nonferrous metal foundry was completed late in 1949. The construction of an additional transformer station was planned. **
 4. The plant produced component parts for freight cars, coaches, express-train cars, and locomotives. The parts were shipped to unidentified plants outside Lyublino for final assembly or to be used for repairs. In 1949, the daily production consisted of 450 railroad car and locomotive axles, up to 120 mm in diameter and up to 175 mm long; 500 to 800 cast railroad car and locomotive wheels; 200 to 300 steel plates, up to 3 mm. gauge, for locomotive and railroad car construction; about 800 springs, each consisting of 10 to 15 plates, used for freight cars and express-train cars; spiral springs for buffers; claw couplings; buffers; 3,000 to 4,000 brake shoes; 1,200 to 1,500 bushings for railroad car axles; 1,000 to 1,200 bearing bushings; brass bearings; and track shoes, 800 mm long, for track-laying vehicles. There was also a small-scale production of locomotive cylinders, and occasionally a chassis for a four-axle 60-ton freight car was assembled.

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5. Power was supplied through a high tension transmission line, which allegedly came from a hydro-electric station located in the west. There was a plant-owned transformer station in the steel department. Steam was supplied from a plant-owned boilerhouse. Weekly incoming shipments of raw materials consisted of 30 to 50 carloads of iron bars, strip and rod iron, sheet iron, scrap, brass, coal, coke, oil, limestone, sand, and clay. Each carload weighed 40 to 60 tons.

6. Three 8-hour shifts were worked [redacted] the plant had 5,000 to 6,000 employees. [redacted] there were 8,000 to 10,000 employees. About half of the workers were women, juveniles, and **Komsomoltsy** (Members of the Komsomol, the Communist Youth Organization). About 300 PWs were employed until late 1949.

7. The plant area was surrounded by watchtowers and a two-meter high wooden fence reinforced with barbed wire on top. It was guarded by railroad police armed with rifles. All plant employees had plant passes with photographs, and the PWs had plant passes without photographs. [redacted] the emplacement of two AA batteries, about 800 meters southeast of the plant. ***

* [redacted] Comment. For location sketch of the plant, see Annex 1. The sketch is based on an aerial photograph [redacted]

** [redacted] Comment. For layout sketch of the plant, see Annex 2. The sketch is based on information from [redacted]

*** [redacted] Comment. The Kaganovich Plant manufacturing component parts for railroad cars and locomotives is identical with the Molotov Railroad Car Plant previously reported. [redacted]

None [redacted] confirmed the designation "Molotov" Plant and no other plant with the same type of production was reported in Moscow-Lyubline or the surrounding area. It was also reported that the quantity and quality of the steel foundry production was inadequate. According to Soviet press reports, the average daily production of the open-hearth furnaces in 1950 was 4.6 tons of steel per square meter of hearth surface (Herdshlenflaeche), which was about two-thirds of the capacity. [redacted]

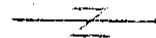
[redacted] 50 percent of the production of the steel foundry was waste material. [redacted] the capacity of the open hearth furnaces was only 20 tons for each furnace. Part of the metals processed in this plant were supplied by the electric steel furnaces and the grey iron foundry, the production of which was not known.

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Attachment 1

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Legend:

1. Kaganovich Plant.
2. Pererva railroad station.
3. Lyubline switchyard and roundhouse.
4. Lyubline railroad station.
5. Lyubline town area.
6. Hydro-electric station near Lyubline.
7. Moscow/Lyubertsy (55 40'N/37 54'E) airfield.
8. Vladimirskiy petroleum refinery.
9. Southern port on the Moskva River.

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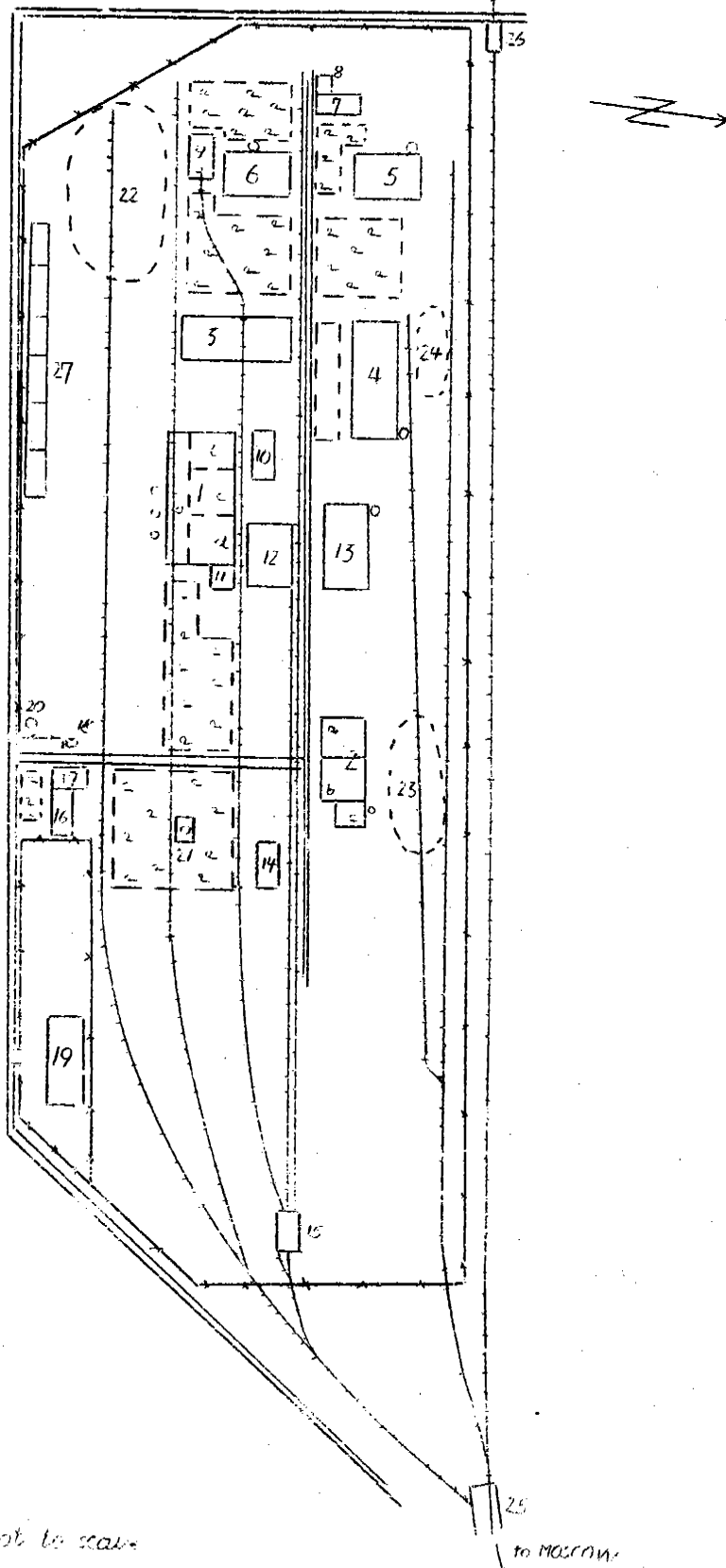
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Layout Sketch of the Kaganovich Plant in Lyublino

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Attachment 2

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Legend:

1. Steel Department with molding shop and casting cleaning shop, about 200 x 70 meters. A steel and brick structure. The production included railroad car wheels, couplings, miscellaneous small parts, and steel plates for railroad car and locomotive construction. The steel department had the following equipment:
 - a. Three oil-fired open-hearth furnaces and two crane installations. There were three smokestacks, about 60 meters high, on the south side of the workshop.
 - b. Molding shop with about 30 mechanical molding machines, 1 conveyor belt for molds, and 2 crane installations.
 - c. Two electric smelting furnaces, 1 small annealing furnace, and 2 crane installations.
 - d. Casting-cleaning shop with 2 conveyor belts, sandblast equipment, tumbling barrels, and about 40 grinding and cleaning machines.
2. Iron Foundry, about 150 x 60 meters, a steel and brick structure. Its production included buffers, brake shoes, and bushings for axle lubrication.
 - a. Cleaning and grinding shop, equipped with 3 sandblasters, tumbling barrels, emery and grinding wheels, 2 crane installations, and 1 compressed-air tank.
 - b. Foundry, equipped with 4 smelting furnaces, of which 3 were continuously in operation. Two crane installations.
 - c. Molding shop and foundry shop equipped with molds, containers, etc. There was a large smokestack on the north side of the building.
3. Machine shop, about 100 x 30 meters, where component parts for locomotive and railroad car construction were processed and finished. Allegedly, wheels were also lathed in this department. The shop was equipped with about 50 lathes and several planing and milling machines.
4. Axle forge, about 150 x 30 meters. Railroad car and locomotive axles of different gauges and lengths were produced. The shop was equipped with 1 large oil-fired annealing furnace, 2 hardening furnaces, 2 large pneumatic hammers of English make, 1 machine for straightening axles, 1 test stand with drop hammer, and 2 crane installations. There was a large smokestack on the north side of the building.
5. Spring workshop No. 1, about 30 x 70 meters. Plate type springs and spiral springs for railroad car construction were produced. The shop was equipped with 1 large oil-fired annealing furnace; 1 hardening furnace; 1 conveyor belt for sorting and assembling the springs, presser, punches; bending and straightening machines; 2 test stands for testing the hardness and bending strength of springs. There was a large smokestack on the west side of the building.
6. Spring workshop No. 2, about 100 x 70 meters, where springs for railroad car construction were produced. The workshop was equipped with 4 oil-fired annealing furnaces, 4 rolling trains about 10 meters long,

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Attachment 2

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2 hardening furnaces, punches, presses, grinding machines and work benches, 2 test stands for testing the hardness and bending strength of springs. There was a large smokestack on the west side of the building.

7. Nonferrous metal foundry, about 50 x 20 meters, in which bearings for railroad car axles were cast. The foundry was equipped with 2 smelting furnaces.
8. New building. The construction of this building was completed in mid-1949. It was allegedly a nonferrous metal warehouse and carbide workshop, equipped with 2 carbide furnaces (sic), operated for plant requirements.
9. Tool shop, about 50 x 20 meters. Small component parts for railroad car and locomotive construction were allegedly produced and processed in this shop. It was equipped with numerous machine tools. According to Soviet statements, the wartime production of this shop consisted of small arms.
10. Electric-welding and assembly shop, about 100 x 50 meters, in which steel parts for locomotive and railroad car construction were allegedly welded and assembled.
11. Transformer station, about 50 x 50 meters. This was an annex building of the steel department. The transformer station was under special guard.
12. Warehouse and depot for molding sand, about 100 x 30 meters.
13. Boiler house, about 100 x 50 meters, allegedly equipped with 2 boiler installations. It supplied steam to the plant. There was a large smokestack on the north side of the building.
14. Pattern-making shop.
15. Locomotive shed, about 80 x 30 meters. Plant-owned locomotives were repaired here.
16. Administration building, about 50 x 20 meters, a three-story structure.
17. Laboratory.
18. Main entrance and guard station.
19. Garage and automobile repair shop. It was separated from the plant area itself by a fence and had a special entrance from the street.
20. Water tower, about 50 meters high.
21. Water cooling installation and basin.
22. Scrap dump.
23. Coal dump.
24. Dump for iron bars.

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Attachment 2

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25. Lyubline switchyard and railroad depot.
26. Pererva railroad station.
27. Residential buildings for plant managers.

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